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DATE 15 February 1962
Tape #9
Copy No. 5

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THIS DOCUMENT CONTAINS INFORMATION PERTAINING TO

PROJECT IDEALIST: HANDLE VIA [] CONTROL SYSTEM.

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DEBRIEFING OF FRANCIS GARY POWERS

Tape: #9
Date: 15 February 1962
Time: 1515 to 1647

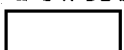
Present:

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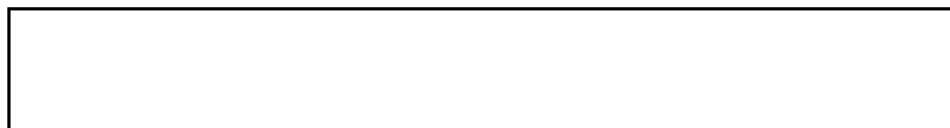
Powers

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Interr.: Frank, it occurred to me that, as you remember,
we used to paint the numbers out, then paint them on,
then paint them out. Did they every bring this up to
you? Did they--

Powers: Yes, they talked about this quite often and I never did
tell them that I had ever seen an airplane without
numbers and insignia on it. I told them that I had
no way of knowing because with the equipment had
to be taken directly out to the airplane, didn't get a
chance to walk around and look at it and all the
airplanes I had seen had this on it. I don't know



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whether this was right or wrong to say that but that was the story I stuck with all through. They, I think, took the paint off looking for numbers and insignias and so forth.

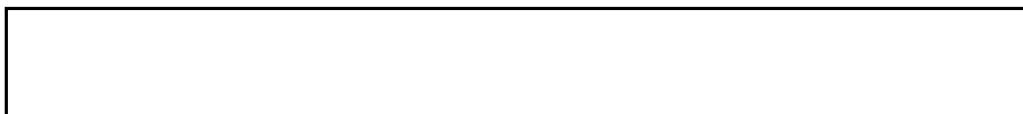
Interr.: Frank, you mentioned earlier that you never gave them the names of any of the pilots, that they undoubtedly got the name of [] because his name was on the chute and the bag or the coat. What kind of coat was it.

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Powers: Well, it wasn't on the coat but it was on the bag that the coat was in.

Interr.: How about other people connected with the project. Did they ask you who they were?

Powers: They asked and I refused to tell a lot of the names, but at first there I did tell some of the names--Shelton, I'm sure you know about that. Many of these people I thought their names would appear in the newspapers and so forth, and I wanted to give the impression that everything I said was the truth and I tried to anticipate the newspapers and any other source they might be able to have. You're

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interested in what? Military--

Interr.: Well, I did have a personal interest; I was wondering if you gave my name.

25X1A9A Powers: No, I don't think they'd recognize []

25X1A9A Interr.: What about []

Powers: Let me see--let me think--Shelton, []--they know you.

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Interr.: Out!

Powers: This has bothered me alot because I really don't know why I did this and later I realized that I could have gotten by without doing it. At the time it seemed to be the thing to do and it's bothered me tremendous amount since then, and I know that it's very important that you people know this. I'm going to try to remember who they were. [] let's see, Beerli--they asked

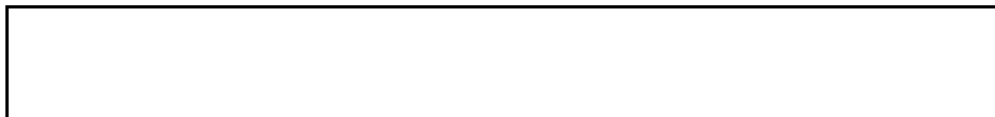
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for former commanders and I told him that he had left.

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[] of course, that they had left and were never associated with the project in any way--had never heard of them since. Who was the navigator?

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Interr.:

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Powers: No. --now I don't know for sure whether I said that or not because I called the weather man the navigator; told them that he was the navigator. What was his name?

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Interr.:

Powers: No.

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Interr.:

Powers: No, No.

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Interr.:

Powers: No. It was the opposite. Maybe

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Interr.: Well, we had there.

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Powers: He was gone and he was replaced by--

Interr.:

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Powers: Well, then I told them the wrong name of somebody else because I can't remember that.

Interr.: We did have the navigator there.

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Powers: No, nothing about the

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Interr.: Did they ever ask you, Frank, about whether there was anybody else, any other nation involved?

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Powers: Yes, they^I answered it and I talked around the subject by saying that America was made up of many nationalities, and we had boys that were originally Italian, German, French and so forth. I could definitely remember seeing someone who, I'm sure, was a Greek origin and as far as other countries participating, none. And they didn't press this too much.

nterr.: They never gave any indication in their questioning that they might have suspicioned anything of this nature?

owers: No, and they never gave any indication that they disbelieved it because usually something that they disbelieved, they would come back to several times.

nterr.: Did they ever mention anything about the

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owers: You mean the--these were the--

nterr.: The telemetry missions we used to run--the

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owers: Well, I told them that we flew alot of missions along the borders. At the time I told them probaby really more than we did. This may have been wrong--I don't know--

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25X1A but what I was trying to do was--see we did alot of flying there at [] and I assumed that they knew that there was alot of flying going on there. And I didn't want to bring in any of these Middle Eastern things. So I tried to fill up the time. I told them that the primary thing I was hired for was border flying--that we flew weather missions and training flights around the area and over the Black--not the Black Sea but the Mediterranean Sea . They didn't ask about the Middle Eastern missions and that surprised me, but I had no intentions of telling them anything about that. That was one of the main things I was trying to conceal. They asked alot about the equipment we carried on these border missions and so forth and I told them that the equipment was loaded and unloaded without anyone seeing it except the people who handled it. That all we knew was should (unintelligible) shows on the map--turn the switch on, we turned the switch on--turn the switch off, we turned the switch off. So I guess they can--Oh, they asked me another thing,

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probably important. They asked me if these border flights were made in conjunction with any other types of airplanes along the border and I had heard that they had but I told them that I didn't know anything about it. And actually I had no proof that any other airplanes were ever in the area.

Interr.: Did they ever ask you if you were connected or your flights were connected with the RB-47's? Do you remember they used to come into

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Powers: Well they asked me about RB47's and RB130's and I told them that I didn't know what an RB47 is--I had seen B47's and I had seen C130's but as far as what they were, where they went, how they flew; that I knew nothing about it.

Interr.: Did they ever ask you about RB47's at specifically?

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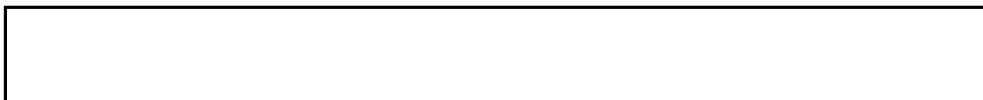
Powers: Yes, they wanted to know--

Interr.: Did they know about the RB47's at

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Powers: I don't know how it was brought up but they were wanting to know about the RB47's there--and, also when I told them--well, I didn't know what an RB130 was;

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that I had only seen C130 cargo, they gave me the impression that they knew that there ~~was~~ were some there at [] I know there were some 130's there -- they were in and out quite often, but 47's-- They asked about RB47's and I told them I didn't know what an RB47 was; that I had seen B47's and that we had had some communication with--I don't know whether they knew that they were there or not, I don't know what their impression was. But they seemed to feel sure that

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RB130's were there at [] as near as I can remember.

Interr.: Frank, did they give you any indication that they were intercepting any of our message traffic or anything of this type?

Powers: No, they didn't. They asked me if I knew any codes-- what do you call it--cryptogram?

Interr.: Crypto.

Powers: Crypto. I told them that I knew Morse Code and that was it--and not very well. They asked quite a few questions about our Communications and I told them that that place--that nobody could get into that place; that it

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was completely off-limits, never saw it, never read messages that went in or out.

Interr.: Frank, did they try to develop any relationship in any detail between say the unit and how much the Air Force participated and what was the degree or nature of their participation?

Powers: At first they didn't, but later they did--I don't know, this might be just my imagination, but it seemed to me that later they were trying to tie it in much closer than they did at first. I told them that it was sort of a combination--military and civilian because we were using a military air base. I unfortunately had a [redacted] card in my pocket. And I assumed that they--well I don't know, maybe I assumed they knew much more than they did--but I assumed that they knew about the [redacted] and what it was there for and so forth.

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And we did travel on military aircraft to Germany and back so much. So I told them it was sort of a combination--we got supplied by the military. I mean they brought in supplies by air and they knew that Colonel

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Shelton was the head.

Interr.: But they were apparently convinced that pilots that were active were civilian?

Powers: Yes, well I told them this every time. I told them that we had military pilots in the outfit but they didn't fly the U-2. That only the civilians flew the U-2's. They all had been discharged from the Air Force. Most of the men had received their training in the Air Force; their flying training in the Air Force but were there as a pilots contract/to the CIA and the only name they could possibly

25X1A9A have is [] and they don't know what that name means or who it is.

Interr.: Did they ask you about your training?

Powers: Yes, they--not a whole lot about it--they seemed to be more interested in intelligent training and instructions that I had received on how the equipment operated and who made it and so forth, but I denied all ^{knowledge} ~~vantage~~ of the equipment.

Interr.: Even so, did you get any impression which part of the equipment, either the payload or the aircraft itself, they

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were stressing in terms of interest?

Powers: Seems to me that they stressed more the special equipment but they also asked questions about the pieces that they found--the altimeters, airspeed indicators and so forth.

Interr.: Did they ever ask you about [REDACTED]

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Powers: Yes, and I told them that it was something that I was told [REDACTED] That's all I said.

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But I feel that from the condition of the tail when I saw it that they might have got that in fairly good condition. I didn't--they wouldn't let me get too close to any of this but it seems like this place was open and it looked from where I was in fairly good condition. Now it might have had a fairly hard bang and shook up but--

Interr.: When they were pushing on this type of thing that is basically the tactical side of it, did they bring in people who you felt were quite knowledgeable in this type of thing or was it just a regular run of interrogators that were doing this?

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Powers: Let me see now, they brought in people several times who were supposed to be experts. One was the airplane in general, but I don't think of the equipment. Let's see the equipment itself--I really can't remember for sure but I don't think they had any experts question me on the equipment. But I can't be positive--I know the aircraft, they did.

Interr.: Now I don't know what you carried in the nose of this mission; I presume you had Systems 1 and 3--something like this.

Powers: I don't remember myself.

Interr.: Did they ask you questions about that stuff?

Powers: They had some tapes--I don't know where they came from--rigged up to use from the equipment--they wanted to know what it was and they had some plots on photographic paper of--well I don't know what you call these things--but radar signals, I suppose, which show up on scopes. They had some of that; I don't know how much of the tape was usable or what information they could get out of it, but I denied all knowledge of what the

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the equipment was for, how it worked, and--there was very little of it actually that I knew how it worked, but I read about some of it in books, studied some of it. But I told them that we never saw how it was loaded; all we knew was to turn switches on and off. And the information they got from the equipment, they got from the wreckage.

Interr.: Based on their interrogation did they indicate that they were impressed by any particular thing, say quality of photography or nature of tapes?

Powers: This is one thing they mentioned along that line--their experts turned in a report that the film was the same as the film that came on the balloons that came over. That was mentioned in one of the expert reports.

Interr.: The same type of film or the same film?

Powers: Just how it was, I don't know, I was thinking we were talking about the same thickness, the same quality.

Interr.: Resolution qualities?

Powers: Maybe so.

Interr.: They better ^{not} believe that.
^

Interr.: Was that their only reference to balloon activities?

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Powers: Yes, that was the only time they mentioned it, but I read that, I heard of these balloons before, but when I read this expert thing talking about it, I asked him, "Balloons, what kind of balloons, what are you talking about?" They said, "Oh, the Americans sent balloons over with cameras on them and it's causing us alot of trouble--airplanes running into them and causing alot of danger to commercial civil aviation" and so forth. But that's all they said about it.

Interr.: Frank, you did say they showed you some prints I believe. Did they ever show you prints?

Powers: Yes they brought just a few in there.

Interr.: Was this early or later?

Powers: It was after a few weeks, I don't know, it wasn't immediately, it was, I would say, maybe in April, maybe over a month, but I can't be positive.

Interr.: Did they show you this one by any chance, Frank?

Powers: No, I didn't see one of the airfields or airplanes. They showed me one or two that had these ^{rocket} ~~XXXXXX~~ launching sites. I don't know if it was intentional

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or not that they showed it to me. I asked them what it was and they said it was one of our anti-aircraft launching sites. But this I never saw.

Interr.: This is the print that appeared in the newspapers that Krushchev displayed in his ~~Public~~ speech.

Powers: In fact, I do not even remember flying over an airfield. Unintelligible

Interr.: He also claimed they were fighters.

Interr.: I believe this is ~~MARY~~ Airfield which is just over the border of Pakistan, a short distance into the Soviet Union.

Powers: Well it was completely cloudy there so they didn't get that from me--it was completely clouded--if that is the place. And there was one that they had to show a river and I could see a factory on the side--smoke stack--looked like smoke coming out and then they had a blowup showing what this thing would do, how much distance it would cover and they had hundreds of kilometers--they said from here to here the obliques--. But it was not the normal size but, well when you don't enlarge a picture but make it smaller--reduced.

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Interr.: When these technical experts, is that what you would call these people?

Powers: Well they called them experts.

Interr.: Did you ever get the impression that they were particularly impressed with the airplane, or the engine, or the equipment they got out--did they ooh and ah over it or anything like that.

Powers: I got the impression that they tried to play that down-- "It's just equipment, we've got better" and stuff like that. It seemed the attitude they had. But you couldn't tell too much about what these people were thinking.

Interr.: Could you get a feeling whether these people were basically laboratory people or basically technical intelligence people. ~~XXXXXXXXXX~~ Was there any way of getting a discernment there.

Powers: I think they were--I know some of them supposedly came from the Academy of Sciences--I think that's what they called it.

Interr.: Do you recall the names of any of them?

Powers: They didn't introduce them by name but sometimes

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their names were on these forms that they came in with.

I couldn't remember ~~and~~ any of them. In fact I have trouble with names anyway.

Interr.: Speaking of names, did they ever use names on you?

Ask you if you knew people--say do you know so and so.

Powers: No, the only time they did anything like that as I recall was ^{AT} ~~after~~ my trial. I found out during my trial about the B47 and they called me in one time, I think about 7 o'clock at night. ~~XXXXX~~ Asked me a few questions about B47's and showed me four photographs which I didn't recognize any of the people.

Interr.: Then you were aware of the B47 that got shot down.

Powers: Not until the day of the trial when they mentioned it.

Interr.: Did they ever ask you if you knew or if you had any connection with their program or anything like that, or do you recall?

Powers: No, they didn't ask about a connection and I had asked them when they called me in who the two boys--I think it was mentioned at the trial that they had two--asked them who the two boys were. They told me the names

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at that time and they showed me, if I'm not mistaken,
it was four photographs, if I recognized any of these
people. They told me that these people had been in

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[REDACTED]

and I

told them I didn't know any of these people, and I didn't.

The only thing that they seemed to be trying to tie in
with B47's and so forth was the question they asked about
whether my flight was taken in conjunction with flights
of other aircraft along the border. As well as I can
remember, that's the only way they tried to tie it in.

Interr.: Did they ever ask you, Frank, whether there were any
other detachments other than the [REDACTED]

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Powers: Yes, they asked me to name the detachments and I
named several. In fact, I named detachment 50--
which was that detachment--but I just told them I
didn't know what these people did; they were just
detachments. There was detachment 47, detachment 10.

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Interr.: This was the people then ~~added down~~ and not at other
locations.

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Interr.: Other U-2 detachments.

Powers: Oh, they asked me if I knew anything about U-2's in Japan--

Interr.: Did they mention a base in Japan or did they just say Japan?

Powers: I think they just said Japan. I don't remember Atsugi being mentioned. I told them that I knew nothing about that stuff, that-- the only U-2's that I had seen were the ones that we had and some that were tested in the States-- that were flying tests and so forth. Because I had told them previous to that that I had taken one back for repair or something.

Interr.: In the same connection, Frank, do you recall if they tried to connect the [redacted] with the USAFE in Wiesbaden, you know, the headquarters up there in Ramstein, did they try to connect you with the--you mentioned earlier with the B-57-D's was it, up in Germany--did they ask you about it?

Powers: They said in 1956, B-57-D's and I told them I'd seen B-57's--I ~~don't~~ didn't know what number it was, and they asked me how it looked. I described a B-57 with short wings and they said the B-57 had much longer

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wings and I told them I'd never seen one.

Interr.: Did they indicate to you who was flying the B-57-D's?

Powers: No, they didn't seem to ask too much about this, they just made this statement; that the United States was very aggressive and had made these B-57-D flights in 1956 from Germany and the only other flight that they mentioned was April 9th.

Interr.: Did they ever indicate an awareness that SAC also had U-2's.

Powers: Not that I know of--I don't remember them saying anything about--but I'm sure they know.

Interr.: Did they ever mention B-52's or B-58's, B-70's, any other SAC--present or future?

Powers: No, they didn't mention or ask questions about that.

Interr.: Did they ask you if you ever used to be in SAC?

Powers: Let's see, now they asked me about my Air Force career which I gave them, but I don't know whether I told them that I was in SAC or not.

Interr.: Did they ask if you knew anything about nuclear weapons?

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Powers: No they didn't ask me a thing about that.

Interr.: Theirs or ours?

Powers: Pardon.

Interr.: Theirs, in other words, did they ask you if you had any knowledge of their atomic energy program, tests sites or anything else of that nature.

Powers: No, and they didn't even ask me if I had any knowledge of ours.

Interr.: Frank, in this area of nuclear weapons, did they ever imply that, either then or in the future, they could use a nuclear weapon with their ~~SURFACE~~ TO AIR MISSILES.

Powers: No

Interr.: Never discussed it?

Powers: Never did.

Interr.: Did they mention that Hertz squadron/^{F-100 outfit}that used to rotate from TAC at Did they ever indicate that they knew anything about that?

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Powers: If I'm not mistaken, I told them there was a squadron of 100's there, because I assumed that they knew it-- I don't know whether they did or not--but they paid no

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attention; asked no more questions about it. They didn't seem to be too interested.

Interr.: You indicated earlier that they implied that this missile, rocket as they called it, had a capability of above 68 thousand feet. Did they talk about its low altitude capabilities,?

Powers: No, they just, in a bragging sort of way, said, "Oh, we could get them higher."

Interr.: Was there any kind of reference to more than one type?

Powers: No they just said "a rocket." Not only a rocket but the first shot.

Interr.: When they transported you around this area after you were shot down, you didn't get to see any installations?

Powers: I didn't go around this area, they--Oh, you mean when they were taking me--

Interr.: Yeah, when they were transporting you from where they picked you up, say to Moscow or wherever they took you.

Interr.: Say, maybe it would be good if we picked up where we left him off at the village and went into Sverdlovsk

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Powers: These questions help alot to recall things to my mind.

Interr.: Did they take you into Sverdlovsk at all, Frank?

Powers: Yes, I went by, I guess it was one of those small gogas they have, car into this first village but I don't remember which direction it was from where I hit. They took me out to a larger village and we stayed there for two or three hours, I guess, and later on several people came in from there it was some sort of military vehicle larger than a jeep. It had a military driver, a civilian, a well dressed civilian, in the front seat, an officer on my left and a sergeant or something with a Tommy Gun sitting on the right. And it had a canvas top; and it was on a paved road into Sverdlovsk. They only kept me there--the time--I can't remember the length of time, but I didn't stay in Sverdlovsk too long because they took me up to the airport and put me on one of these twin-engine jets they have --passenger airplane-- in the front compartment. There were other people in the back but I never did see any of those, and into

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Moscow.

Interr.: This was on the same day?

Powers: Yes, I arrived in Moscow on May 1st in the afternoon,
I don't know the time, but well before dark--the time
differences--

Interr.: Were there any fighters at that airfield do you recall?

Powers: No, it looked mostly like transport airplanes to me.
This was the only jet aircraft I saw on the field, most
of them were reciprocating. It seemed like there were
very many of these twin-engine, tricycle landing gear
aircraft that looked similar to our Convair, what is it
--440?

Interr.: 220?

Powers: But it seemed small--twin-engine Convair--same type
that they brought me to Berlin in, but there were quite
a few aircraft there.

Interr.: You didn't see a missile site or anything?

Powers: No, nothing like that, and no military bases that I
recognized as such.

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Interr.: Did these four people who took you to Sverdlovsk Airport, did they interrogate you or were you interrogated in that second village on the way to the airport.

Powers: At Sverdlovsk--I was there--I can only guess at the time--I would say 30 minutes or more. They searched me again there and that's the place they found the pen.

Interr.: In Sverdlovsk?

Powers: Yes.

Interr.: Or at the airport?

Powers: No. In Sverdlovsk, downtown, I assumed it was a KGB Building or something. They asked me some questions there. This is the first time they had an interpreter. The main things they were interested in was who I was, where I was from and what I was doing and all of that. I made up a story that I was flying from [] to [] and I didn't know where I was. But they knew that that was a lie right off. They pulled out these Russian rubles I had, these escape--cloth escape maps of only the Soviet Union and a few other things like that

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and that story was completely shot. So I had recalled that I had been instructed by the intelligence officer to --well he--no definite instructions to do anything, but we had asked these questions--some of the pilots--what were we supposed to do when and if something like this happened. And he said that--and I recalled this at the time--that if the plane goes down there, then the "cat is out of the bag, " they will know about it. And he said you may as well tell them everything because they will get it out of you some way and I remembered saying this and decided then I would tell them who I was and so forth, but try my best to conceal the things that I thought were really important. So at that place before they took me off to the airport I told them I was CIA of America--that I was flying from there to [] because I assumed that they would get very much of my stuff and I didn't know how much of it they would get.

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Interr.: Do you recall, Frank, ever seeing an operations policy letter No. 6?

Powers: Well I couldn't recall that number, I'm sure.

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Interr.: It had to do with procedures for pilots to follow in the event they were downed in hostile territory.

Powers: I can't remember ever reading one, maybe so, now I don't know.

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Interr.: Probably Colonel Shelton [] had this letter and interpreted it to you.

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Powers: Well, it was [] who told me this--

Interr.: Told you you could identify yourself with CIA?

Powers: And that they would get the information out of me some way; that the important thing to do at that time would be to preserve my life and to make the story last as long as possible, because as long as they thought they were getting information I could be sure of living.

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Interr.: Did [] specify any items of information that you should not disclose--anything specific.

Powers: No, he said may as well tell them everything, as well as I can remember, that's what he said.

Interr.: These instructions, were they given to you in any formal briefing or is this something that just evolved over a period of time in talking with [] informally?

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Powers: No, this--well, I don't know exactly when it was--but it was before one of the stagings that we went on and I think either April 9th, or May 1st, or April 26th.

Interr.: Was this included in the briefing, the formal briefing prior to the staging?

Powers: Well see, what we did, we had several routes--we didn't know which one would be flown--so he wanted us to come over to his intelligence room, look at the maps, he had information that we could plot in on the maps that would help us in our navigation and it was during the times we were studying the possible routes and plotting of information but I don't remember which--

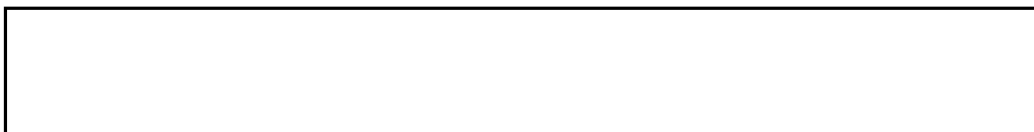
Interr.: You don't remember under what circumstances this came up or where specifically this briefing occurred, that is--

Powers; I don't even remember how many people were present but I know that there were two of us pilots at the very minimum and maybe three, but I believe it was only two.

Interr.: Do you recall who the other pilot was at the time?

Powers: I'm almost positive it was [REDACTED] 25X1A9A

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Interr.: You probably have discussed with the other pilots in the detachment the possibility of such an incident of this occurring. Was there any general feeling or consensus among the pilots as to how they would react to these circumstances? Did they have a standard knowledge of what their instructions were?

Powers: I don't think that anyone had a standard knowledge of any instructions.

Interr.: It was true though that you, amongst yourselves, have--

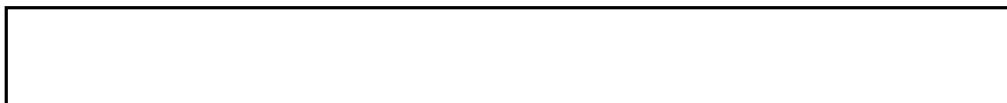
Powers: We had talked about this but not too much because we had very much confidence in their plans. I don't remember sitting down and having a discussion with someone of what I would do, if we did have anything it was--how would you travel at midnight, you know, evading flights.

Interr.: Evasion tactics.

Powers: Nothing on the possibility of being captured. I can't remember talking about it.

Interr.: Then this was not a standard part of your briefing prior to a given mission to review or refresh your memory

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so far as the instructions in the event something happened that you did go down. This was not part of the standard briefing?

Powers: As well as I can remember, no. We had some instructions given, like I can remember Colonel Sheldon saying, I think it was before the April 1st flight when either

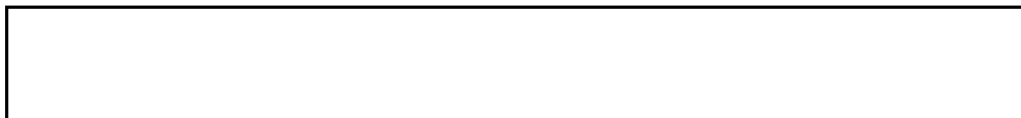
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myself or [] asked him, what story would be released if something happened. Now it might have been before I made the first flight but it seems to me that it was the earlier. And he said there would be one of two stories released. One was that a routine wheather flight off course. The other was that the pilot had been acting strange for a day or two and maybe didn't know what he was doing, and that, as well as I can remember, is the only thing ever heard about what would be released from our side--and I should have known--

Interr.: That very definitely was your understanding from your discussions with [] aside from the circumstances in which this took place, whether it was a formal briefing or not; it was your understanding that

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that you were free to divulge any information that you felt would be to your benefit in--

Powers: My understanding was that the important thing was to after, say, being captured, was to preserve my life and the needle or the pin that I had in this coin I was told I could take it or not take it; it was strictly up to the individual pilot to take it or not to take it. And they said it worked very fast and it could be used if you could conceal it on your person--if you were being tortured--you couldn't stand the torture, you could use it to--well, get rid of that. Or the other possibility was maybe it could be used as a weapon. We should have talked much more about a place to conceal that thing, which we didn't. They said it was in this coin because they might let you keep a good luck charm or something, but that's definitely out. But, here's something I think is very important--I was there for several weeks or more than a week before they even knew I had partial plates, so if someone wanted to carry something like that, if it could be installed in

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maybe some dental work, he might be able to keep it as long as he was there. And they never did examine my plates and they are metallic. But, it was my understanding that the important thing was, everything would be known any way, I should save my own life by (unintelligible)

Interr.: Do you recall any instruction by [] during this same time to conceal the altitude of the aircraft if possible.

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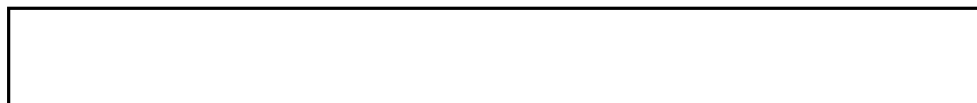
Powers: No.

Interr.: To give a lower figure than the actual--

Powers: No. The reason I did that was that I wanted to preserve as much of it as possible and I had no instructions to do that. I thought that it would be perfectly alright if I told them the true altitude of the airplane according to instructions it would have been alright--or according to my interpretation of the instructions.

Interr.: In the course of your briefings as a rule, on the intelligence side of the briefings, did they give you much information as to the Soviet order of battle radar

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~~DE~~ployment on what you might expect to encounter in the way of fighter operation or missiles.

Powers: We had. It's very hard to recall but I know we did go over this and they had places where they thought radar sites were in the ranges and fields where they thought different kinds of fighter planes might be. The missiles I don't know, don't remember about missile bases-- I can't recall that--but it might have been in there.

Interr.: Were you ever told that you were given only information on--that is Soviet capabilities, information on these Soviet capabilities, only limited information that was required to reduce hazards of your mission-- in other words, if you had to come down from altitude, where was the best route to come out. Were you ever told that this was done deliberately--that other information was withheld for the reason that such an incident as this might occur and it would be better for you not to have this information.

Powers: Yes, yes, because I had asked one time, I think it was myself, that maybe, I figured that maybe we had some agents there somewhere and if there was some way we

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could contact some of these people it might be good and they said that would--might mean compromising a bunch of people that way--couldn't do it--and I perfectly understand them.

Interr.: But nobody has ever told you that you were to give only your name, rank, and serial number and that was all; you were never instructed along those lines?

Powers: No. The only instruction I recall at the time was may as well tell everything; they'll get it out of you some way and that some way--

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Interr.: I would like to kind of substantiate some of the things Frank has said. Of course I never had said anything about formal briefings particularly, but I know the bull sessions that went around basically went along these lines. He had briefings from INTEL while I was never present; this I know. But I know that they did get--I did give them the route maps which they took to INTEL and had the target charts available there because I couldn't keep them at my shop and we would allow the primary pilot and the secondary pilot to put on any

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annotations they wanted on the target charts. It would help them to be a better pilot and to pick up or verify certain information which we hoped they'd get, and this was done. We did have two missions in schedule; I think everybody knows that, at least two.

Powers: By the way, I had the cloth escape maps for the other mission also with me.

Interr.: How did that happen, Frank, do you have any idea?

Powers: I don't know.

Interr.: This was the ^{ALTERNATE} ~~ultimate~~ mission that did not go?

Powers: Yes, the first part of the mission was practically the same as well as I can remember--the same areas, the same maps that I covered, but there were other maps in another area not necessarily that I would. I don't know how it happened or anything, but they have the maps. Of course, I don't know what information they could get out of these maps; there was nothing plotted on them or anything.

Interr.: I might add here that what Frank has said is consistent with, as I recall, the briefings that we gave him and my

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association with him in 1956 and 57. I can't vouch for
policy or anything else. I've forgotten from that time.
As you recall, Frank, we had similar type planes.

Powers: Yes, as pilots we were very, very confident in the
airplane and possibly couldn't be shot down--I don't
know why, but we just felt that way and didn't think too
much--

Interr.: You also had confidence in the reliability of the aircraft
from the standpoint of malfunction and whatnot?

Powers: Oh, I would have trusted that airplane anywhere,
because we had flown it alot and well I had a bad
experience one time--mechanical malfunction--the
25X1A6A at []
fuel line busted/just before our operation started there
but that was the only thing that I could recall that would
have really caused an airplane to have to go down to
the ground. Every other flameout I had, the aircraft
restarted.-

Interr.: The flameout ~~lining~~^{LANDING} on that six thousand foot strip
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at []-no power. Complete flameout ~~landing~~^{LANDING}--
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didn't scratch it. That was a real fine job.

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Powers: Couldn't scratch it, I had to use it.

Interr.: That's right. Had to use it; it flew a mission the next day or the day after. It wasn't long.

Powers: I guess I did. I don't remember.

Interr.: Earlier, you mentioned in passing that what had happened--these would be the missile sites in In your discussions with them did the fact that there was a missile base at ~~TYURA TAN~~ ever come out?

Powers: No, they never did acknowledge the fact that there was one there.

Interr.: In other words, what I'm looking for is sort of a feel for what they think we've got. How much of this came out?

Powers: They asked where this information came from and I just told them we were told and put it on the map; where it came from I had no idea. The April 9th flight, I think, went over that place, maybe they knew that too, but they didn't indicate, they didn't say they knew. In fact they said it didn't penetrate very far. Of course, I knew where it went because if Bob hadn't

gone, I would have.

Interr.: Did they ever mention to you that diversionary flight
that was flown the same day Bob--

Powers: No.

Interr.: The second U-2, in other words.

Powers: No.

Interr.: They did not?

Powers: No. They only wanted to know where I was on April 2nd
and they admitted there had been a flight. I asked them
why they didn't shoot that airplane down also.

Interr.: This was on April 9th?

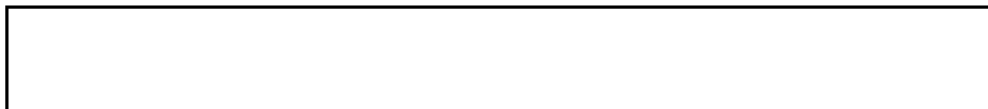
Powers: Yes, the April 9th flight they said they had been--
I told them that I knew nothing about it, then I asked
them why they hadn't shot that airplane down; they said,
"Well, he didn't penetrate very far," and remarked
about it. And he was at least probably half the distance
where I was; I don't remember exactly how far; I think
a little more this way.

Interr.: Well, he was in equally as long probably or pretty close
to it.

Powers: Maybe, probably longer--well, if you don't count these last few months. This was a pretty long flight.

Interr.: There's one area that we haven't touched on, although you mentioned very early and very briefly--this young lady who came in and painted your leg and looked at you-- how much attention did they pay in their general interrogation to the medical aspects of high altitude flights and all these sorts of things. Did they push very hard on this one?

Powers: Well they didn't seem to; they took me in a few days later, suited me up and took photographs of the suit. They seemed surprised--this is one thing that might be important--they seemed surprised when I told them that breathing was fairly normal. Maybe I shouldn't have said anything about it, but I figured they'd plug it up and find out; but they seemed to think that it should be difficult to breathe--like earlier suits, we had that forced exhalation or something--but they seemed surprised. It seemed like there's something else about that--the suit--I can't recall it right at the present



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time, but it seemed like there is something else along in there that might be interesting--maybe later.

Interr.: Frank, was their interrogation as thorough as ours?

Powers: Theirs was more unpleasant. There were some things that I considered that they should have pressed and didn't press. They mentioned nothing, and I don't know why, they asked nothing about Middle Eastern missions. I have no idea why they didn't do that. I thought they would know about those things, but if they did, they didn't admit it; didn't say a word about it to me. And I had already made up my mind to conceal that because that would have been, I think, very bad for our Middle Eastern relations. And I was very happy that they didn't bring that up because I do have difficulty telling a lie. I think maybe I used to have more difficulty than I do now, I don't know. I guess from--well I thought my life depended on a lot of this. They were never convinced, I'm sure, that I only made one flight; they harped on that question quite often and I just told them that I'd only made one; and I even got to the point where

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I told them, "what differences would it make, your trying me for April 1st, I mean, for May 1st. Quit asking me this question, it bothers me." I mean, just got angry with them because of this constant repetition of this question. I said, "I only made one and that's it. You could put down that I'd made 500, but I've only made one."

Interr.: They questioned you in Sverdlovsk, then put you in an airplane and took you to Moscow; did they question you as soon as you got to Moscow, on the airplane?

Powers: No, not on the airplane. In fact I tried to sleep, couldn't; tried to eat, couldn't; drank some water, I think; needed to go to the toilet very bad, they wouldn't let me. Got into Moscow, before anyone else got off the aircraft, they sat there for a little while. A big black car with blue curtains inside came up to the front ramp, they hurried me down very fast into the back seat, a bunch of people got in, and off to the city. I never did know the name of this prison, but I'm sure it's the same one that [redacted] were in. Because I think we have an interpreter in common, one or two.

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Interr.: Would it be Onyaka (?ph)?

Powers: No. Rodichev and, what are those Irish names?

Interr.: Rodinski (?ph), Finnigan, Finnagan?

Powers: Finnagan. I had no idea there were any other Americans there--well I never had any other idea that they were at this particular place until the day of my trial when it was mentioned that they were there and I assumed that they would be in the same building. But I saw no evidence that the prisoners were-- I saw evidence that there were other people in this prison but who, I had no idea.

Interr.: What gave you the impression that you had two interpreters that they had--the same ones?

Powers: They mentioned here before--
Unintelligible

Powers: But this Finnagan is the one that interpreted for the investigator who asked me if I knew these pilots and told me that these people-- He didn't speak very good English--well, good English, but it was hard and it took quite a bit of thinking. Rudenko's English was excellent--American.

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Interr.: When they took you to that prison in the car did they start questioning you then?

Powers: No, they--well, this is an odd type place--nice looking building outside seems like. Went around--we came in on one side, went down the other side, turned around on another side and went in through some large steel doors into the interior, the course of the building, and made a few turns in there. I was completely lost, I don't know--I couldn't have walked back out the way they brought me in there. And upstairs, down a long hallway to a room, stripped all my clothes, gave me something else to put on and within, I'd say, less than 30 minutes, they had me in with a bunch of pretty big wheels of which Rudenko was, what do they call them, prosecuting attorney of the Soviet Union or the one who prosecuted at the trial. He was the one who asked the questions there and as far as, I think my Soviet law rights were illegal, because the prosecutor is not supposed to take part in the interrogation and he asked questions two or three times.

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Interr.: Why do you say you think that was illegal--were you advised later?

Powers: They told me later--they showed me some of the laws that pertained to me and it said this, and I think this lawyer had brought some of these points up and I told him that this man had asked me alot of questions. He said it was only that he was getting familiar with the case--but that wasn't the case. I don't know who this manifest (?ph) lawyer was working for, me or him.

Interr.: I think we all did. He was working for himself.

Powers: I've heard he also handled the case of those German tourists, I'm not sure. Grinev was his name--German tourists, I think, later.

Interr.: Did they treat you pretty well the next few days?

Powers: Yes, they did. I repeated the stuff I told them at Sverdlovsk there; the things they were interested in there were who I was, where I was from, who I worked for, and what my route was--something like that and this didn't lasttoo long--I don't know--I can't remember times, how long these interrogations

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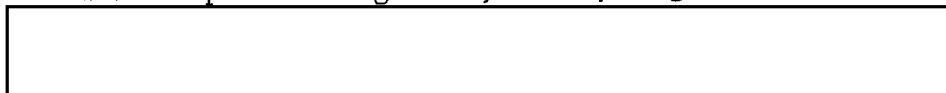
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lasted, but this one was a relatively short one compared to many of the others. From there, they took me--now this was an office type building, on the outside, one window was on the street, the other was into a courtyard --took me through a series of hallways into the interior part, /which was a prison part, and there I got what they called a physical examination which was very poor. Let's see, what all did they do. Took me in a little room with a table and a wooden bench built into the wall. It looked just a solid piece built into the wall, and kept me there quite a while apparently while they were rounding up the doctor there or something or other. She came in-- female doctor--had me take off my shirt, listened to my heart, I think she took my blood pressure at the time, took my temperature if I'm not mistaken, and pulse rate, backed off a few steps. Said, "Drop your pants," which I didn't want to do. I wasn't accustomed to these female doctors, but the guard was standing there and he started to come over to help me get my pants off, I think, so I did it myself. And she just

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stood there and looked , and it was embarrassing, but she said, "ok, " didn't even have to turn around, just facing her, "pull them up, " and that was it. So it was a very poor examination. Later on, I don't know how long I stayed in this, but it was already dark, took me into the doctor's office where they had a dental chair and an examination table and one thing I noticed in the doctor's office, they had leeches--I don't know whether they still use those things in medicine or not--but a jar of leeches swimming around. And they gave me a shot and I have no idea what kind it was, but I know it was very painful, before I went to sleep in one of my buttocks--I don't remember which one it--I think the right, and took me into the cell. I think the bed was already made up, I'm not sure, but I was completely exhausted so I immediately, after I got in there they locked the door, took off my clothes and got into bed, this doctor came back later with a hot water bottle that I put on this hip where I was hurting and surprisingly I slept that night--not good restful sleep but I did sleep so I thought maybe ^{that} ~~they~~ might have been

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something for shock and maybe a sleeping--to cause sleep. But later on when I was transferred to Vladimir, this cell mate of mine told me he thought it was probably immunization--what do they call them when there is several types of immunization in one shot?

Interr.: General immunization?

Powers: Yes.

Interr.: Frank, could we go back a little bit--on the map, you remember, of course you never got to use it, but we had to figure, because of some fuel problems, where many different routes for you to cut short and miss maybe a few targets at Murmansk and those, to cut across Finland if necessary.

Powers: Yes.

Interr.: To land in

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Powers: Right. They had that section in good shape.

Interr.: Yes. Now, would that have been better had we put that on the map, that maybe you could have--like you had your emergency map in your coveralls--of course we had it on the board so if you needed it in flight, it was

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available. We are just trying to improve our techniques if necessary. In other words, what is your opinion of this type?

Powers: Well it would have saved alot of questions being asked if destroyed. If it had been in my pocket maybe I could have, in fact it would be a good idea if there was some way that all these maps could be destroyed. And I have tried to think of some way it could be done, but I haven't come up with anything. Those boards that we had to have the maps on boards because we had to write on them. But they asked alot of questions about what all of those routes were--there were four or five different routes. One of them was--the main one went up this way, out and then back down the coast; and another one here, with fuel trouble. Think there were--

Interr.: There were about four or five of them Frank, because we had to try to figure out if the tip tanks didn't feed or--

Powers: And we had trouble with one of the tanks--

Interr.: Yes, on the Ferry flight--



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Powers: And just before we left, Colonel Shelton told me that he wanted me to not take a chance on this airplane, to go straight across here, not to go up to lead them off some way, because we figured one of those to feed on one of the flights.

Interr.: Did they ask you questions concerning what you were after in the remaining portion of the flight?

Powers: See there were a few notations, I think, up here, we had a few airfields annotated. The main thing they wanted to know was how I knew or how I got the information that there would be an airfield there. See it wasn't on the map, we had put it there ourselves, and I just told them that someone gave it to me to put it on. Where he got it I don't know. They wanted to know what I was looking for and I told them, "I don't know." And actually I don't know.

Interr.: Did they try to pump you with any suggestions.

Powers: Well, I don't know whether they mentioned rocket launching sites or if that's the thing that came into my mind when they asked this question, but I know

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it was in my mind anyway--these rocket launching sites.

Interr.: Did they at any time at all threaten you with any physical harm during your interrogations?

Powers: No, but they did just the opposite, they told me that I would not be tortured. Of course, I didn't believe them. They, at no time--well at Sverdlovsk, one time, I had some ear trouble, I guess from a past descent, and I reached up two or three times to try to--well, I don't know, habit I guess--to try to clear the ear, and one time, I guess, a man grabbed my hand and threw it down and that is the roughest treatment I got. They never hand-cuffed me. Those people at this first place looked fairly angry and mean, but the only thing was this throwing my hand down.

Interr.: Did they, on the other hand, try to coerce you by bribery of any kind? Did they promise you something?

Powers: Now, this is something I don't know; I tried to find out; now this was where Rudenko was attorney general, or what ever he is, came in, at one of the meetings with him, I was feeling fairly despondent and I said,

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"Oh, I'll never get out of here." And he said, "Oh, there are ways." And I said, "What kind of ways?" He said, "Oh, there are just ways." "Well, what kind of ways?" "Well, I think you should think about it." And I went to the cell and thought about it and I kept waiting for him to bring it up again because I was interested in what they were talking about, and they never did bring it up. So I mentioned it to the interpreter. I asked what kind of ways did he mean, and he said, "What do you think." And I said, "Well, I have no idea." And that is all that was mentioned. And it seemed at one time they might have had some sort of plan to maybe try to talk me into doing something and giving me my release as pay for something, I don't know. That was just my impression of this little incident. I never did know what was meant by what he said.

Interr.: Did they give you much political indoctrination, or did they attempt to give you political indoctrination?

Powers: No, that surprised me also. There were no lectures, of course, they're always mentioning how good everything

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is there and how bad it is everywhere else. The only news source I had was Communistic--this was later--I had no news source there until I transferred prisons. But I got in English, the British Daily Worker, which I guess I received most of my news, The American Worker, a horrible newspaper, Moscow News in English, and also two times they gave me a large group of the Nation Magazine, which is a leftist magazine, I don't know, it's an American magazine. I think around July they gave me some for the first six months of last year. At the same time they gave me six National Geographics for the same time. And on January 2nd they gave me Nation Magazine up to some time in November, but there were many of these copies missing, and from reading some of the letters that were written to the editor in the magazine, one of the copies missing was the story about the CIA, another about the FBI, but there were several more missing also. The radio was in Russian and the only thing that I was interested in there myself was maybe translating some of the

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news broadcasts. But as far as trying to convert me to their belief they didn't and they said they had no intention of doing so.

Interr.: They didn't give you any US papers?

Powers: No, I asked them once if I could get some US papers. They said, "Well, make a list." I put down Time, Newsweek, New York Times, a few others. They said, "We couldn't do this." And that's how I got the Daily Worker and the Worker.

Interr.: No Wall Street Journal?

Powers: I sneaked in--I got about seven copies of Time and Newsweek while I was at Vladimir and it happened this way: You see, I received a package from the American Embassy every month. My wife had made arrangements to send me cigarettes, coffee--instant coffee, and shaving gear, tooth paste and so forth; and I had written her to send magazines and she knew that I liked these, Time and Newsweek and she sent them one time--I told the Embassy to send them. They sent seven copies, but it just so happened that the chief of this particular building

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that I was in there was on leave and another man took over for a month. When this package came in he unpacked it and he said, "Go ahead, take everything." So I grabbed the magazines and headed upstairs very fast--and that was last July's issues I think. The next month those magazines came, they took them -- the regular man was back--they took them to the ^{CLERK}~~censurer~~ and that's the last I saw them so I had them canceled.

Interr.: From what you saw it the prison, would you say you were treated better, worse, or about the same as the other prisoners.

Powers: Well I thought better. But I asked them about this. I told them I didn't want to be treated any better than anyone else, and they said that they have three--what ^(REGIMES?) they call--three regimes, a severe regime, a normal and a light regime regime. And they said that I was on the light regime and they treated all prisoners who were on the light regime the same way. Now I don't know whether this is true or not. But supposedly the prisoners on the light regime receive better food, but you couldn't prove that by me.

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Two hours walk a day instead of one, get to keep your hair, they didn't shave your head every 10 days or clip it all off and you could shave daily if you had your own razor blades--and they let me keep razor blades in the cell which surprised me. I heard that on the severe regime the people get 30 minutes walk a day--well, it's a punishment--this severe. The normal prisoner received one hour walk a day, their hair was shaved off every ten days, the food was supposedly worse, but I really don't know. I do know that when they did feed us they brought several--well, they brought it in in buckets and set it on the floor and sling out a bowl and put something in it. All of us on this particular floor didn't get fed the same, but I know that more than just myself had the same food that I did. They were very good about getting the English books to read--the librarian there took care of this. She brought a book with a list of publications of English and American authors that they had available and I have--I copied the books down--and I have the list downstairs. Another

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thing, I do not think they checked my baggage when I left that place. It was very fast there at the prison. I packed this stuff up. I know they didn't check it at the prison. When I got into Moscow Thursday afternoon I didn't see my baggage until the next morning. But I had one bunch of stuff in a wooden box and when I transferred it to a suitcase they had bought for me the night before it looked as if nothing had been touched, but who knows. But maybe some of that stuff they wouldn't have let me bring out, but I don't know. But I can't complain about the way they treated me.

Interr.: After the initial injection they gave you--this shot--did they ever give you any subsequent shots?

Powers: One other--I had--this was weeks later--I don't remember exactly when. I had a rash in my crotch on the right leg and since I got there and, I didn't have medicine for it. It became very bad and painful, it itched, and also when I walked, the skin would crack, and it hurt. I went to the doctor several times about this. They'd take me in there and one time they had

me sitting in some sort of a water with some red medicine poured in it for say 30 minutes. Did that for a few days, that did no good; two or three salves they gave me to put on it, but that did no good, and I asked them for cortisone, hydrocortisone, but I couldn't make this doctor understand what I wanted. And later on they brought in what they said was a skin specialist and after that I did get what they called dedrocortisone, dedrohydrate, and in conjunction with that they said I had to take a shot. Well, in the States when I've used this same stuff I've never taken a shot with it, but I don't know. That's the only other shot.

Interr.: After this subsequent to this shot, they didn't make any special effort to conduct further interrogation or anything of this type?

Powers: No, no. It seemed to be connected with the medicine.

Interr.: To your knowledge there was no oral introduction ~~to~~ any drug or any kind--

Powers: Well, to my knowledge, no, because, well at first there I ate very little so they'd had to just--something like a

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a piece of meat maybe. They could have spread something on it.

Interr.: But you yourself never detected anything or suspected any kind of--

Powers: Well now, the only way it could have been--I didn't suspect anything but I had alot of stomache trouble while I was there and it stopped very shortly after I left that place. First it seemed predominantly diarrhea and they did give me medicine for that and then I would have short periods of constipation and--

Interr.: What period was this, Frank, specifically?

Powers: This was during the--from the first day I got there I think I was constipated maybe for about a day or two from then on it was just cycle, but predominantly diarrhea it seemed like. And I also passed some blood in a stool a couple of times and they gave me a proctoscopic examination there--brought in the first male doctor, and only male doctor, I saw for that.

Interr.: I want to set the time reference here. This is during your entire stay in the Soviet Union or any particular--

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Powers: No, No, at the prison where the investigation was.

Interr.: And for how long a period was that?

Powers: Well, I got there on May 1st, left on September 9th and I would say within two weeks after I left that place my bowels were normal and that made me think about this. But I had no way of knowing whether they did this intentionally to cause me to be this way or not--

Interr.: Could this possibly have been the nervous tension associated with the lack of knowledge of what was going to occur?

Powers: Well, I don't know, I had it both before and after the trial and for approximately a week after I'd been transferred to the other prison.

Interr.: And during this period they did resort to interrogation?

Powers: Oh, yes.

Interr.: Throughout this period and this condition terminated after you left and about a week, you say?

Powers: Within two weeks after I left there. There were--once or twice I had to interrupt an interrogation to go to the toilet because of the diarrhea and there was a lot of gas

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in my stomach also. Well I had gas in my stomach constantly until I left, but now it's just normal since I came back home.

Interr.: Maybe that cabbage had something to do with that.

Powers: Well, they couldn't live without cabbage. Destroy their cabbage crop and Russia is lost. That might be something to think about.

Interr.: Frank, could you describe your visit to the Gorki Park to see the remains of the aircraft--the circumstances of that?

Powers: I think it was around the middle of May. I don't remember whether they told me the night before or not. I think they did at the last interrogation on the day before that at a certain time--I think it was about nine o'clock in the morning that they were going to take me to review the remains of the aircraft. I don't know that it was Gorki Park but it seems like I'd heard it mentioned here and that's why I called it Gorki Park, but it was definitely a park. Took me out in an automobile and there was another automobile or two

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following. Got there. You know, they had ropes around, had all this roped off. There was one or two places they let me get in behind the rope to see something close, but most of the time I had to stay out in front of the ropes. Couldn't get close to the stuff that was there. And they took me around asking me about each of these individual pieces of equipment and so forth.

Interr.: What specifically did they ask you to identify certain--

Powers: Yes, it seemed to me they wanted me to identify some of this stuff and some of it I couldn't identify. I told them I didn't know what it was. I couldn't have identified it if I'd known what it was before, most of it. Some of it was in bad shape--you could see some of it, instruments banged up but you could tell what they were.

Interr.: Were they interested in parts of it more so than others?

Powers: Well, they wanted to get some photographs of me standing in this area where they had the cameras and special equipment. They seemed to ask more questions about the special equipment than about the regular flight instruments and so forth.

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Interr.: Was this a closed section of the park or were there others there.

Powers: There were a bunch of people there but they were all associated with KGB and guards and so forth.

Interr.: Not the general public?

Powers: No, not the general public. In fact we remained there a little longer, I guess, than they anticipated because when we came outside there was a group of people apparently waiting to get in blocked off out of the way. And they whisked me right into the car and out. I suppose they opened it up to the public then--I don't remember how long it took or what time this was-- I know it was in the morning--I think nine o'clock.

Interr.: Frank, was the aircraft, as you evaluated it, in condition generally consistent with what you might expect knowing you didn't see it go down. Was there anything inconsistent or illogical in what you saw there?

Powers: Well, I don't know. I know from some of the fighter planes that go down there's very little left, but they probably go down much faster. It seemed to me to be in a little better shape ~~XXXX~~ than--well it was in

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much better shape than I had hoped it would be in, but I thought there would be a little more damage than it appeared. I was very glad that many of this stuff was mashed up so it couldn't, I don't believe it could be taken apart--looked like to me, but I guess they could. I was surprised that the--Oh, they showed me a photograph this morning that the tail section--it was from the side that I didn't see--I only saw the other side--and this photograph looked much more damaged than the one that I remembered seeing of the tail section. In fact, I thought the horizontal stabilizers were on, but in this photograph one was missing. But since I only saw one side--I'm sure one side was on--it must have been.

Interr. : All of the stuff you saw at Gorki Park was--the best you could tell--was part of the U-2. Didn't look like there was anything added?

Powers: Yes, it looked like everything I saw there was part of it.

Interr. : Frank, you had, prior to this episode, you had some instruction in secret writing. How long before the incident had this been given you--do you recall?

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Powers: Oh, I received it in an Air Force course.

Interr.:q The Air Force course.

Powers: And then a review later and then after I got into the project, and I had been communicating with a person

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Interr.: Did you do this throughout the period that you were over there or periodically?

Powers: I did it several times. In fact I would say I think I was about to write again--I'm not sure.

Interr.: Did you make any attempt at all to use that when you were--

Powers: At first it was impossible. Well, I really wanted to during, before the trial--impossible. Later on I made two--

Interr.: For what reason--impossible?

Powers: I had no paper, no pencil, and when they did allow me--

Interr.: They were not permitting you to write letters at that time?

Powers: When they did allow me to write letters--they counted the sheets of paper, they did all this and once or twice they let me write in the cell, but those peep holes--

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someone always watching in and I was afraid to do it there--was thinking any minute they would come in. And the other letters, sitting somewhere where someone was watching while I wrote, and even then I would have to rewrite a letter.

Interr.: Make you rewrite them after you had written them?

They would make suggestions as to how you could change them?

Powers: Well, they would say, "You can't say this."

Interr.: They didn't give you any reasons why not--they just said you have to?

Powers: No, they just said, "You can't do this." Like once I asked my wife, I think, about my dog, his name is Ek and how is Ek or something like that, and if I'm not mistaken, the first letter they--there was a discussion about that. They wanted to know who that was and I told them a dog and I think they told me I couldn't send that, so I had to take it out. Later when she answered and mentioned the dog, I think it was alright; that I could write about it.

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Interr.: Did they appear to be taking measures for just this reason. Do you think they surmised you might be attempting to--

Powers: They asked me if I knew any ways to send--if I knew any codes, crypto, and I told them no. And I think they did this strictly to make sure that if I did I wouldn't get a message out. When I got to the prison--there's one thing--my cell mate was asleep and I figured--I fixed up this little form that I had to go by to read these letters and I went through several of my wives letters trying to see if anyone had written to me, and I could get nothing out of it, and tried to another time--I destroyed that--throw it away. Another time, I was going to write a letter and almost got caught and decided that until I had something better to say, something definite, to say I'd better just try to keep it a secret.

Interr.: What would have been your message had you been able to get one out?

Powers: I had planned "Any questions" "Any questions".

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And the way I had intended to do it was to ask my wife how Gordon was and tell her I was surprised I hadn't heard from Gordon. And I figured that would do it.

Interr.:

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Speaking of any questions, I think the biggest one is the one that General ^{POWERS}~~Powers~~ wants to know --and he's speculated on --in fact, I've heard him speculate on, and the one he's going to ask me when I go back, because he said as soon as I get back he wants to see me--were you shot down by a missile?

Powers: Harry, I have no way of knowing and I'm almost 100 percent sure, but I can't be positive, that it was an external explosion. Where it came from, how it got there I don't know, but I'm sure there was an explosion. I've never been in an aircraft with an engine blowup or anything explode, so I don't know what it would be like. But I feel that you would feel something and it wasn't like that. And I have had the impression ever since this happened that it was behind me and to the right, but I don't know. But something happened and I would say external, the aircraft explosion, and my thoughts

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are that maybe the shock wave or something tore the tail out. That's what I think. I heard no impacts of anything hitting the airplane. Of course, I had this equipment on, this radio compass on and stuff, and it would have been hard to hear it.

Interr.: You said the radio compass was noisy earlier didn't you?

Powers: I don't remember whether it was static or just the radio transmissions itself, I don't remember what it was, but it was on and tuned in.

Interr.: What was your impression of the damage that you saw on these pieces? Did you see anything that looked like essentially small fragments damage. I noticed on some of those photos ~~and~~ there are great ^{100%} ~~pairs~~ and comparatively small ~~holes~~--

Powers: Well, the thing that impressed me when I saw the wreckage was the ~~holes~~ in the wings, but I assumed that maybe it could have been done by hitting the ground. I didn't have a lot of time to go up and examine these things to see what might have made it. It seemed that the front section of the aircraft was very badly damaged.

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The tail section was in fairly good shape and one thing that I noticed was where the tail section attaches on to the aircraft, it was in pretty good shape there so it didn't seem like it tore off.

Interr.: We haven't got much more time on here.

Interr.: I mentioned we'd--if you want to come back here in the morning. I don't know what your instructions are.

Powers: I'm alright.

Interr.: I know, sure, but--

Powers: I want to get this over with as fast as possible.

Interr.: While we've still got a minute or two left on there I'd like to pursue this same point awhile longer, because there was a question whether or not there was a loss of a horizontal stabilizer or not--you said leading to this nose position. Now wouldn't the loss of a horizontal stabilizer be consistent with the stick coming free in your hand? In other words how much of this gets into the power drive from the linkage, whatever it is, back to the stabilizer or elevators, or not?

Powers: Well, if both of them had come off, no, I would have

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still felt a--

Interr.: You mean with one stabilizer there you would have still felt some sort of resistance, would you not?

Powers: I think I would have still felt the resistance, but Kelly Johnson said if it was there it would have made no correction. But as well as I can remember that stick was free--no binding with cables or pulling of--

Interr.: If something would have clipped a cable that would have been another story.

Powers: Yes, that's--well it seemed like something happened to those things.

Interr.: That was the answer that I wanted.

Interr.: Turn it down there.

Interr.: We're all exhausted.

Interr.: I think we should break up at this point.

Powers: Well, let me say this, Harry, as an answer to that question. I think so. But that's the only conclusion I could ever come to. But I can't be absolutely positive because I don't know. I'm sorry I can't give you something definite but--

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Interr.: That's a good answer, Frank.

Powers: I'm almost positive that it was. I saw no contrails, no
rocket trails, or anything at the time.

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Interr.: We are concluding Tape No. 9. Present: Messrs.

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and the
recorders. The time is now about 14 minutes of 5.

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